

20075, Rev. D and F, Sheets 1, 2, and 3, dated August 15, 1997.

(b) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(c) An alternative method of compliance or adjustment of the compliance time that provides an equivalent level of safety may be approved by the Manager, Seattle Aircraft Certification Office, FAA, 1601 Lind Avenue, SW, Renton, Washington 98055-4056. The request shall be forwarded through an appropriate FAA Maintenance Inspector, who may add comments and then send it to the Manager, Seattle Aircraft Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from Seattle Aircraft Certification Office.

(d) Questions or technical information related to A.M. Luton Service Information Letter SA-SIL-98-11-03, Electrical Systems, Revision I/R, undated, and A.M. Luton Electrical System Schematic, Drawing 20075, Rev. D and F, Sheets 1, 2, and 3, dated August 15, 1997, should be directed to A.M. Luton, 3025 Eldridge Ave., Bellingham, WA 98226; telephone: (360) 671-7817, facsimile: (360) 671-7820. This service information may be examined at the FAA, Central Region, Office of the Regional Counsel, Room 1558, 601 E. 12th Street, Kansas City, Missouri 64106.

Issued in Kansas City, Missouri, on April 3, 1998.

Michael Gallagher,

Manager, Small Airplane Directorate, Aircraft Certification Service.

[FR Doc. 98-9583 Filed 4-10-98; 8:45 am]

BILLING CODE 4910-13-P

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-ANE-01-AD]

Airworthiness Directives; Rolls-Royce, plc Viper Models Mk.521, and Mk.522 Turbojet Engines

AGENCY: Federal Aviation Administration, DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: This document proposes the adoption of a new airworthiness directive (AD) that is applicable to Rolls-Royce, plc (R-R) Viper Models Mk.521, and Mk.522 series turbojet engines. This proposal would require replacement of certain high pressure (HP) fuel pumps with an improved design which is more tolerant of water

contaminated, low lubricity fuels. This proposal is prompted by reports of HP fuel pump drive shaft failures resulting in inflight engine shutdowns and at least two reported near dual engine events. These failures have been attributed to the low lubricity properties of water contaminated fuel. The actions specified by the proposed AD are intended to prevent HP fuel pump failures, which can result in inflight engine shutdowns and the possibility of dual engine events.

DATES: Comments must be received by June 12, 1998.

ADDRESSES: Submit comments in triplicate to the Federal Aviation Administration (FAA), New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-ANE-01-AD, 12 New England Executive Park, Burlington, MA 01803-5299. Comments may also be submitted to the Rules Docket by using the following Internet address: "9-ad-engineprop@faa.dot.gov".

Comments may be inspected at this location between 8:00 a.m. and 4:30 p.m., Monday through Friday, except Federal holidays.

The service information referenced in the proposed rule may be obtained from Rolls-Royce, plc, Technical Publications Department CLS-4, P.O. Box 3, Filton, Bristol, BS34 7QE England; telephone 117-979-1234, fax 117-979-7575. This information may be examined at the FAA, New England Region, Office of the Regional Counsel, 12 New England Executive Park, Burlington, MA.

FOR FURTHER INFORMATION CONTACT: James Lawrence, Aerospace Engineer, Engine Certification Office, FAA, Engine and Propeller Directorate, 12 New England Executive Park, Burlington, MA 01803-5299; telephone (781) 238-7176, fax (781) 238-7199.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Communications should identify the Rules Docket number and be submitted in triplicate to the address specified above. All communications received on or before the closing date for comments, specified above, will be considered before taking action on the proposed rule. The proposals contained in this notice may be changed in light of the comments received.

Comments are specifically invited on the overall regulatory, economic, environmental, and energy aspects of

the proposed rule. All comments submitted will be available, both before and after the closing date for comments, in the Rules Docket for examination by interested persons. A report summarizing each FAA-public contact concerned with the substance of this proposal will be filed in the Rules Docket.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must submit a self-addressed, stamped postcard on which the following statement is made: "Comments to Docket Number 98-ANE-01-AD." The postcard will be date stamped and returned to the commenter.

Availability of NPRMs

Any person may obtain a copy of this NPRM by submitting a request to the FAA, New England Region, Office of the Regional Counsel, Attention: Rules Docket No. 98-ANE-01-AD, 12 New England Executive Park, Burlington, MA 01803-5299.

Discussion

The Civil Aviation Authority (CAA), which is the airworthiness authority for the United Kingdom (UK), recently notified the Federal Aviation Administration (FAA) that an unsafe condition may exist on Rolls-Royce, plc (R-R) Viper Models Mk.521, and Mk.522 series turbojet engines. The CAA advises that they have received reports of 12 incidents of high pressure (HP) fuel pump failures, including two near dual engine events, due to fuel pump drive shaft failure. Failures were attributed to the low lubricity properties of water contaminated fuel. This condition, if not corrected, could result in HP fuel pump failures, which can result in inflight engine shutdowns and the possibility of dual engine events.

Rolls-Royce, plc has issued Service Bulletins (SBs) No. 73-A115 and 73-A118, both Revision 1, dated February 1996, that specify replacing affected HP fuel pumps with improved pumps. The CAA classified these SBs mandatory and issued ADs 003-02-96 and 004-02-96 in order to assure the airworthiness of these engines in the UK.

This engine model is manufactured in the UK and is type certificated for operation in the United States under the provisions of Section 21.29 of the Federal Aviation Regulations (14 CFR 21.29) and the applicable bilateral airworthiness agreement. Pursuant to this bilateral airworthiness agreement, the CAA has kept the FAA informed of the situation described above. The FAA has examined the findings of the CAA, reviewed all available information, and

determined that AD action is necessary for products of this type design that are certificated for operation in the United States.

Since an unsafe condition has been identified that is likely to exist or develop on other engines of the same type design registered in the United States, the proposed AD would require replacement of certain HP fuel pumps with improved pumps at the earliest of the following: 160 hours time in service (TIS) after the effective date of this AD, the next shop visit after the effective date of this AD, or the next HP fuel pump removal after the effective date of this AD. Compliance times were determined in accordance with CAA recommendations and R-R risk analysis. The actions would be required to be accomplished in accordance with the SBs described previously.

There are approximately 280 engines of the affected design in the worldwide fleet. The FAA estimates that 104 engines installed on aircraft of U.S. registry would be affected by this proposed AD, that it would take approximately 4 work hours per engine to accomplish the proposed actions, and that the average labor rate is \$60 per work hour. Required parts would cost approximately \$18,000 per engine. Based on these figures, the total cost impact of the proposed AD on U.S. operators is estimated to be \$1,896,960.

The regulations proposed herein would not have substantial direct effects on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. Therefore, in accordance with Executive Order 12612, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

For the reasons discussed above, I certify that this proposed regulation (1) is not a "significant regulatory action" under Executive Order 12866; (2) is not a "significant rule" under the DOT Regulatory Policies and Procedures (44 FR 11034, February 26, 1979); and (3) if promulgated, will not have a significant economic impact, positive or negative, on a substantial number of small entities under the criteria of the Regulatory Flexibility Act. A copy of the draft regulatory evaluation prepared for this action is contained in the Rules Docket. A copy of it may be obtained by contacting the Rules Docket at the location provided under the caption ADDRESSES.

List of Subjects in 14 CFR Part 39

Air transportation, Aircraft, Aviation safety, Safety.

The Proposed Amendment

Accordingly, pursuant to the authority delegated to me by the Administrator, the Federal Aviation Administration proposes to amend part 39 of the Federal Aviation Regulations (14 CFR part 39) as follows:

PART 39—AIRWORTHINESS DIRECTIVES

1. The authority citation for part 39 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701.

§ 39.13 [Amended]

2. Section 39.13 is amended by adding the following new airworthiness directive:

Rolls-Royce plc: Docket No. 98-ANE-01-AD.

Applicability: Rolls-Royce, plc (R-R) Viper Models Mk.521, and Mk.522 turbojet engines, with high pressure (HP) fuel pumps, part numbers (P/Ns) MGBB.167, MGBB.137, or MGBB.168, installed. These engines are installed on but not limited to Raytheon (formerly British Aerospace, Hawker Siddeley) Model DH.125 series aircraft.

Note 1: This airworthiness directive (AD) applies to each engine identified in the preceding applicability provision, regardless of whether it has been modified, altered, or repaired in the area subject to the requirements of this AD. For engines that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (c) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent HP fuel pump failures, which can result in inflight engine shutdowns and the possibility of dual engine events, accomplish the following:

(a) Remove from service affected HP fuel pumps, and replace with serviceable, improved HP fuel pumps, at the earliest of the following: 160 hours time in service (TIS) after the effective date of this AD, the next shop visit after the effective date of this AD, or the next HP fuel pump removal after the effective date of this AD, as follows:

(1) For HP fuel pumps installed on R-R Viper Mk.521 engines, replace HP fuel pumps, P/N MGBB.167, with improved, serviceable fuel pumps, P/N MGBB.182, in accordance with R-R SB No. 73-A118, Revision 1, dated February 1996.

(2) For HP fuel pumps installed on R-R Viper Mk.522 engines, replace HP fuel pumps, P/Ns MGBB.137 or MGBB.168, with

improved, serviceable fuel pumps, P/N MGBB.183, in accordance with R-R SB No. 73-A115, Revision 1, dated February 1996.

(b) For the purpose of this AD, a shop visit is defined as the induction of an engine into the shop for any reason.

(c) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, Engine Certification Office. Operators shall submit their request through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, Engine Certification Office.

Note 2: Information concerning the existence of approved alternative methods of compliance with this airworthiness directive, if any, may be obtained from the Engine Certification Office.

(d) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the aircraft to a location where the requirements of this AD can be accomplished.

Issued in Burlington, Massachusetts, on April 2, 1998.

Jay J. Pardee,

Manager, Engine and Propeller Directorate, Aircraft Certification Service.

[FR Doc. 98-9581 Filed 4-10-98; 8:45 am]

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DEPARTMENT OF THE TREASURY

Internal Revenue Service

26 CFR Part 1

[REG-115795-97]

RIN 1545-AV39

General Rules for Making and Maintaining Qualified Electing Fund Elections; Hearing Cancellation

AGENCY: Internal Revenue Service, Treasury.

ACTION: Cancellation of notice of public hearing on proposed rulemaking.

SUMMARY: This document provides notice of cancellation of a public hearing on proposed regulations that provide guidance to a passive foreign investment company (PFIC) shareholder that makes the election under section 1295 to treat the PFIC as a qualified electing fund (QEF).

DATES: The public hearing originally scheduled for April 16, 1998, beginning at 10 a.m. is cancelled.

FOR FURTHER INFORMATION CONTACT: Evangelista C. Lee of the Regulations Unit, Assistant Chief Counsel (Corporate), (202) 622-7190 (not a toll-free number).

SUPPLEMENTARY INFORMATION: The subject of the public hearing is proposed